G. R. S. App. F. IX-4]

Previous References.

1940 - 1

(War)

War File No. 269 - 40.

Serial Nos. 1 to 16.

Later References.

GENERAL AND REVENUE SECRETARIAT

Serial Nos. Sixteen only

Part B for January 1943.

SUBJECT.

Air Restrictions.

Krishnan
25.1.43.

1312 P 1453 War- Air Restrictions.

eneral and Revenue Secretariat. W File No. 269 of 1940-1 [App. F. III-2

Serial No.	
1	From The Secy to the Hon'ble the Resident D.O.No.F. 181/39 d 29th Aug. 39 informing that the Central Govt have imposed the restrictions notified in the enclosure on aircraft in India Chief Secy. on the P.V.D. Not of much practical importance here. Init. B.T.K. 3/9. I Member. N.M. 31/8. Dewan. Init. 1/9. Kind reference is invited to the Chief Secy's minute in Para 3 of the P.V.D. If copies considered necessary, a copy of the enclosure to the P.V.D will be sent to the Chief Engineer and the I.G. of Police for information. Subd with a draft for consideration (Asst Secy) RS 2/9
2.	From The Secy to the Hon'ble the Resident Secret D.O.No 181/39 d 3rd Sept. 39 re: Air restrictions. Subd with a revised draft to the I.G.P. and Chief Engineer. Subjects 1, 2, 3 in P.V.D 2 and Enclosure to P.V.D I will be sent to them. RS 4/9
3.	Issued D.O.P. 1385-6 d 5th Sept. 39 to the Chief Engineer I.G. of Police

E—Contn. Sheet

GOVT LAW DEPT. 146 2 SEP. 1939. GOVT OF MYSORE

WAR - Air Restrictions 1720

W File No. 269 of 1940-1 — General and Revenue Secretariat.

	Serial No.
From The Secy to the Hon'ble the Resident D.O no F. 181-39-W dt 12th Sept. 39 re: Air restrictions. F.C.F. 181/1939 dt 12th Sept. 39 forwarding for information Notice to Airmen Gen. IV of 1939, Notification by the Govt of India. If approved a copy of BVD I with its enclosure will be sent to the I.G.P. and Chief Engineer in continuation of Hqrs. Srikd with a draft (in the Law Secy)	4
Issued DO no P. 1847-8 dt 14th Sept. 39 to the I.G. of Police Chief Engineer.	
From The Secy to the Hon'ble the Resident no F. 181(39)-W dt 21st Sept. 39 forwarding certain Notifications by the Govt of India and to furnish the Notifications in the Mysore Gazette for general information Srikd with a draft Notifications to the Compiler.	9
Issued 763 CB dt 25th Sept. 39 to the Compiler	10

SECY. LAW DEPT. 1779 13 SEP. 1939 GOVT OF MYSORE

SECY LAW 1947

War. Air restrictions

General and Revenue Secretariat. | W File No. 269 of 1940-1 | [App. F. III-2

Serial No.	
11	From The Secy to the Hon'ble the Resident no F. 59. 39 (W) & 30th Sept. 39 forwarding a Copy of the Notification of the Govt of India and requesting to publish it in the Mysore Gazette Subd with a draft to the Compiler.
RS 2/10	
12	Issued 1002 CS & 2nd Oct. 39 to the Compiler

:—Contn. Sheet

C.B.9

Protection of Civil Aerodromes in War

D.604

General and Revenue Secretariat | (W) File No. 269 of 1940-1 | [App. F. III—2]

D 604 · 13.

Serial No.

From The Secy to the Hon'ble the Resident. No F-181-39(W) dated 7th Oct. 39 forwarding a copy of the memorandum entitled "Protection of Civil Aerodromes in War".

Submitted for perusal.

(RS) 9/X

O. 7. 254
10.10.39

Jalalabad

Till the aerodrome at Jallalabad comes up, no special action is necessary

1st Member
(Flying & Def. W. S)

CE
9/10/39

Submitted
(1st Member)

M 9/10/39.

OCT 10 1939
No 3488

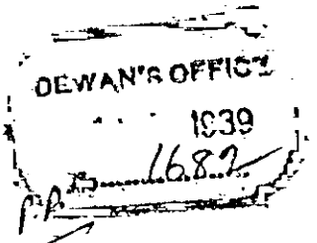
MM
12/10/39

G 12/10

NOTE—Contn. Sheet.

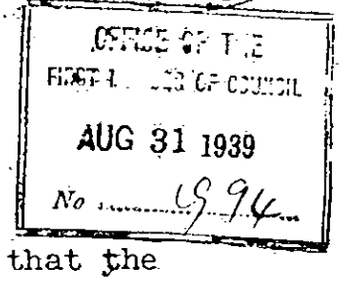
WD 02220—GPB—1,000—22-2-37

W 269-40-1



1312/P

Bangalore, 29th August 1939



WAR - AIR RESTRICTIONS

My dear Kesavaiengar.

I am desired to inform you that the Central Government have imposed the restrictions notified in the enclosure to this letter on aircraft in India.

Yours sincerely.

Rajasevaprasakta Mr.B.T.Kesavaiengar, B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of
Mysore, Bangalore.

(1) Send for perusal.
30/8 (2) BKR 30.8.39
Chief Secy)
(3) Noting much practical importance here.

(4) I Secretary)

MK 30/8
BKR 30-8-39

Dewan) (5) MS 1-9-39

MK 31/8/39
MK 3118
BKR 31-8-39

MK 1/9
BKR 1.9

RESTRICTIONS TO BE ENFORCED ON AIRCRAFT IN INDIA

—

Declaration by notification under the Indian Aircraft Act of prohibited areas and Air corridors at the ports of Bombay, Karachi, Calcutta and Madras. The notification will ~~xxxxxxxxxx~~ also declare that no aircraft shall enter or leave India except at the Customs aerodromes of Bombay, Karachi, Calcutta, Madras and Trichinopoly.

Prohibiting flying of civil aircraft between the hours of sunset and sunrise except under a permit issued by the Central Government (Director of Civil Aviation). The notification will further empower the Military Commander at Defended Ports to order on any occasion that aircraft in possession of a permit shall not fly within 50 miles of any defended ports between sunset and sunrise.

Requiring aircraft to fly at a height between 3000 and 500 feet when within 50 miles of a Defended Port.

———

Appendix F G—1]

SUBJECT.....

.....

.....

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

the *193* .

Date of issue.....

Signed by.....

List of enclosures.....

Copied by.....

Examined by.....

Section

File No.

Secret **Serial No.**

No.

To

The I.G. of Police
Chief Engineer.

Sir,

I am directed to enclose herein for your information a copy of the Air Restrictions imposed by the Central Govt. received from the Residency.

I have the

I Chief Secy to Govt

WD 0563—GPB—30,000—6-1-39

W 269-40-2.

1453 P

Secret

Bangalore,

D.O.No. 181/39

3rd September 1939.

War - Air Restrictions.

My dear Kesavaiengar.

In continuation of my Secret demi-official letter No. F. 181/39, dated the 29th August 1939, I am desired to inform you that the following further restrictions are being imposed on aircraft:-

1) Prohibition of the carrying of photographic apparatus in civil aircraft except by special permission from the Central Government.

2) Prohibition of the use of wireless apparatus except for the transmission and receipt of messages relating solely to the control, safety or route of the aircraft.

3) Prohibition of the unauthorised making of signals.

Law Sec't with compts.
Copy to the Secret to G.G.P.
MS
4/9

Yours Sincerely,

Rajasevaprasakta Mr. B.T. Kesavaiengar, B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Appendix F G—1]

SUBJECT.....

.....

.....

Section War

File No. 269-40

Secret Serial No. 3.

Diary No. of letter replied to ..... GO. No. P1385-6/Secret.

To The Chief Engineer.
The I.G. of Police.
War. Air Restrictions.

General and Revenue Secretariat

( )

the *193* .

Dear Sir,

I am ~~directed~~ desired to enclose herein a copy of the restrictions imposed by the Central Govt on aircraft in Assn. for your information.

Yours faithfully.

Date of issue 4/9/35

Signed by Dy. C.S.A.

List of enclosures.....

Copied by.....

Examined by.....

RESTRICTIONS TO BE ENFORCED ON AIRCRAFT IN INDIA.

Declaration by notification under the Indian Aircraft Act of prohibited areas and Air corridors at the ports of Bombay, Karachi, Calcutta and Madras. The notification will also declare that no aircraft shall enter or leave India except at the Customs aerodromes of Bombay, Karachi, Calcutta, Madras and Trichinopoly.

Prohibiting flying of civil aircraft between the hours of sunset and sunrise except under a permit issued by the Central Government (Director of Civil Aviation). The notification will further empower the Military Commander at Defended Ports to order on any occasion that aircraft in possession of a permit shall not fly within 50 miles of any defended ports between sunset and sunrise.

Requiring aircraft to fly at a height between 3000 and 500 feet when within 50 miles of a Defended Port.

Prohibition of the carrying of photographic apparatus in civil aircraft except by special permission from the Central Government.

Prohibition of the use of wireless apparatus except for the transmission and receipt of messages relating solely to the control, safety or route of the aircraft.

Prohibition of the unauthorised making of signals.

(Copy)

B. Narasimharao
for Law Secy to Govt

W 269-40-4 1720/39 Pol 498

D.O.No.F.181-39-W.

Bangalore,
12th September 1939.

WAR - AIR RESTRICTIONS.

My dear Kesavaiengar,

In continuation of my secret demi-official letter No.F.181/39, dated the 3rd September 1939, I am desired to inform you that the further restrictions explained in the attached note have been imposed on aircraft in India. None of these restrictions will interfere with continued operation of regular air lines. If the situation develops it may be necessary to consider the extension of some of the restrictions imposed, e.g., declaration of additional prohibited areas. Radical changes are however not likely.

Yours sincerely,

H. Knapp.

Rajasevaprāsākta Mr. B.T. Kesavaiengar, B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

vdv.

Restrictions to be enforced on aircraft in India.

Executive directions to aerodrome officers and pilots to ensure that Rule 8 of the Indian Aircraft rules (carriage of explosives and arms) is strictly observed.

Providing that documents, additional to those required by the Indian Aircraft Rules, shall be carried by Aircraft.

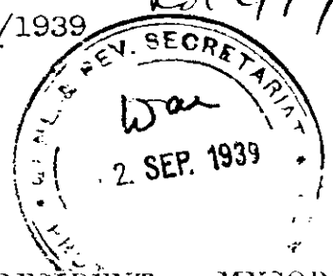
Prohibiting aircraft from flying in such a manner as be likely to endanger or to interfere with any of His Majesty's Forces, ships or aircraft.

Prohibiting aircraft from flying without clearly displaying the nationality, registration or other marks prescribed.

W269-40-5 1724/939 Pol 497

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

DIS. No. F.C.F.181/1939 W.



FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

TO

The Chief Secretary to the Government of

His Highness the Maharaja of Mysore.

Dated Bangalore, the 12th September *1939.*

CB. (Cwn) MS 12/9

WAR - AIR RESTRICTIONS.

SIR,

I am directed to forward for the information of the Government of Mysore the following papers:-

1. Notice to Airmen dated 1st September 1939, issued by the Director of Civil Aviation in India.
2. Ordinance No.IV of 1939.
3. Notification by the Government of India, Department of Communications, No.W-10(7), dated the 2nd September 1939.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

vdv.

10/9.

GOVERNMENT OF INDIA.

NOTICE TO AIRMEN.

Special Series No. 11.

RESTRICTIONS ON TRANSFER OF AIRCRAFT.

(T7-40).

All owners and possessors of aircraft registered in India are hereby notified that " The Transfer of Aircraft and Vessels Restriction Ordinance—1939 " has been made and promulgated prohibiting the transfer of ownership of aircraft without permission of the Central Government.

Persons desirous of carrying out any transactions of the kind specified above should apply to the Director of Civil Aviation in India, and should supply full information regarding the proposed transaction.

F. TYMMS,

Director of Civil Aviation in India.

SIMLA,

SEP. 1939

M8CA—1,100—1-9-39—GIPS

ORDINANCE No. IV OF 1939.

AN

ORDINANCE

TO

restrict the transfer or acquisition of any interest in aircraft and sea-going vessels, registered in British India.

WHEREAS an emergency has arisen which renders it necessary to restrict the transfer or acquisition of any interest in aircraft and sea-going vessels, registered in British India ;

NOW, THEREFORE, in exercise of the powers conferred by section 72 of the Government of India Act as set out in the 26 Geo. 5, c. 2. Ninth Schedule to the Government of India Act, 1935, the Governor-General is pleased to make and promulgate the following Ordinance :—

1. (*1*) This Ordinance may be called the Transfer of Aircraft and Vessels Restriction Ordinance, 1939. Short title, extent and commencement.

(*2*) It extends to the whole of British India.

(*3*) It shall come into force at once.

2. In this Ordinance, unless there is anything repugnant in the subject or context,— Definitions.

(*a*) " aircraft " has the meaning assigned to it in section 2 of the Indian Aircraft Act, 1934 ; XXII of 1934.

(*b*) " registered " means, in relation to any vessel, registered in India, under the Indian Registration of Ships Act, 1841 or under the Merchant Shipping Act, 1894, and in relation to any aircraft, registered under the Indian Aircraft Act, 1934. X of 1841. 57 & 58 Vict., c. 60.

3. (*1*) No person shall, without the previous consent in writing of the Central Government, transfer or acquire any interest in— Restriction on transfer and acquisition of interest in aircraft or vessels.

(*a*) any registered sea-going vessel or any share in such vessel ; or

(*b*) any registered aircraft or any aircraft which, having been previously registered, is not for the time being registered in India or elsewhere.

(*2*) If any person contravenes, or attempts to contravene, any of the provisions of sub-section (*1*), he shall be punishable with imprisonment for a term which may extend to seven years and shall also be liable to fine.

(*3*) Any transaction effected in contravention of any of the provisions of sub-section (*1*) shall, notwithstanding anything contained in any other law or in any contract, be void and unenforceable.

4. Notwithstanding anything contained in section 53 of the Merchant Shipping Act, 1894, 57 & 58 Vict., c. 60. whether before or after the commencement of this Ordinance, for the transfer of the registry of a registered sea-going vessel from one port to another, shall not be granted except with the approval of the Central Government. Transfer of registry of vessels from one port to another to be subject to approval of the Central Government.

LINLITHGOW,

Viceroy and Governor General.

SIMLA ;

The 31st August, 1939.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

AN

ORDINANCE

TO

Restrict the transfer or acquisition of any interest in aircraft an sea-going vessels, registered in British India.

144CD—300—2-9-39—GIPS

THE GAZETTE OF INDIA EXTRAORDINARY.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 2nd September 1939.

No.W.-10(7). — Whereas the Central Government is of opinion that in the interest of public safety the issue of the following order is expedient :

Now therefore in exercise of the powers conferred by clause (a) of sub-section (1) of section 6 of the Indian Aircraft Act, 1934 (XXII of 1934) the Central Government is pleased to order as follows :—

The licence specified in the Schedule hereto annexed is hereby cancelled.

Schedule of licences.

Name.	Nature of licence.	No. of licence.	Period of validity of licence.	
			From	To
F.Gloeckle	Pilot's "A".	703	29-1-36	15-11-39

Sd. JOHN D. TYSON,

Secretary to the Government of India.

Appendix F G—1]

SUBJECT.....

.....

.....

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

the *193* .

Date of issue.....

Signed by.....

List of enclosures.....

Copied by.....

Examined by.....

Section

File No.

Serial No.

No.

To The Chief Engineer
Eastern Command
War Air Restriction

Dear Sir,

In continuation of
D.O. no. P. 1385-6 of 4th Sept. 39
I am directed to enclose herein
a copy of Railway Dept.
F. 187-39. W of 12th Sept. 39
on the above subject.

Yours sincerely,

a

for information

W 869-40-6.

D.O. No. P/1869-8
Encl.

14th September 1939

WAR - AIR RESTRICTIONS.

Dear Sir,

In continuation of D.O.No. P.1385-6 dated 4th September 1939, I am desired to enclose herein - for information a copy of Residency D.O. No. F.181-39-W dated 12th September 1939 on the above subject.

Yours sincerely

For Secy to Govt
Home Dept

1) N. Sarabhoja, Esq., L.C.E., M.I.E., (Ind),
Chief Engineer in Mysore,
Bangalore.

2) E.C.B. Peel, Esq., C.I.E.,
I.G. of Police in Mysore,
Bangalore.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

1814 f39 P 15

URGENT. Xxs. No. F. 181-39/W

W 269-40-P.

SECRETARIAT 15 SEP. 1939 GOVT OF MYSORE

REV. SECRETARIAT War 15. SEP. 1939

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of

His Highness the Maharaja of Mysore,

Bangalore.

Dated Bangalore, the 15th September *1939*

War CHIEF SECRETARY 15. SEP. 193 GOVT. OF MYSORE

WAR - AIR RESTRICTIONS.

SIR,

I am directed to forward for the information of the Government of Mysore a copy each of the following papers:-

(1) Telegram from the Chief Secretary to the Government of Ceylon to the Secretary to the Government of India, Department of Communications, dated the 4th September 1939.

(2) Notification by the Government of India, Department of Communications No.W.10(7), dated the 5th September 1939.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

147

vdv.

(with 2 Spare Copies).

IMMEDIATE.

TELEGRAM.

From - The Chief Secretary to the Government of Ceylon, Colombo.

To - The Secretary to the Government of India, Department of Communications.

Dated - 4th September 1939. Received - 5th September 1939.

.....

Air Restrictions telegram. Orders published in Ceylon impose following conditions on all aircraft other than Service aircraft.

(1) No flight over prohibited areas.

(2) All civilian aircraft entering Ceylon to circle over Talaimannar reporting base and proceed along the coast corridor from 1 mile seaward to 1 mile inland, circle over Negombo reporting base and proceed southeast to Colombo airport avoiding Colombo prohibited area.

(3) No aircraft to land anywhere other than Colombo airport.

(4) Aircraft leaving Ceylon to follow same procedure as in (2) in the reverse direction.

(5) No explosive, arms or ammunition to be carried except when special permission from Governor.

(6) No photographic apparatus to be carried except with Governor's permission.

(7) No flight between sunset and sunrise except with Governor's permission.

(8) Documents carried include particulars of nationalities of passengers and their immediate and ultimate destinations and conditions under which cargo is being transported and ultimate destinations.

(9) No wireless apparatus to be used except for assuring regularity of service and safety of aircraft.

(10) Prohibited area at Trincomali as defined in Ceylon Notice to Airmen No.1 of 1937.

(11) Colombo prohibited area is portion within 8 mile radius from foot of southwest breakwater in Colombo Harbour and adjacent territorial waters.

(12) Penalty for breach of above 6 months imprisonment of either kind or fine not exceeding Rs.3,000 or both.

IMMEDIATE.

TELEGRAM.

From - The Chief Secretary to the Government of Ceylon, Colombo.

To - The Secretary to the Government of India, Department of Communications.

Dated - 4th September 1939. Received - 5th September 1939.

.....

Air Restrictions telegram. Orders published in Ceylon impose following conditions on all aircraft other than Service aircraft.

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(5) No explosive, arms or ammunition to be carried except when special permission from Governor.

(6) No photographic apparatus to be carried except with Governor's permission.

(7) No flight between sunset and sunrise except with Governor's permission.

(8) Documents carried include particulars of nationalities of passengers and their immediate and ultimate destinations and conditions under which cargo is being transported and ultimate destinations.

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IMMEDIATE.

TELEGRAM.

From - The Chief Secretary to the Government of Ceylon, Colombo.

To - The Secretary to the Government of India, Department of Communications.

Dated - 4th September 1939. Received - 5th September 1939.

Air Restrictions telegram. Orders published in Ceylon impose following conditions on all aircraft other than Service aircraft.

(1) No flight over prohibited areas.

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(3) No aircraft to land anywhere other than Colombo airport.

(4) Aircraft leaving Ceylon to follow same procedure as in (2) in the reverse direction.

(5) No explosive, arms or ammunition to be carried except when special permission from Governor.

(6) No photographic apparatus to be carried except with Governor's permission.

(7) No flight between sunset and sunrise except with Governor's permission.

(8) Documents carried include particulars of nationalities of passengers and their immediate and ultimate destinations and conditions under which cargo is being transported and ultimate destinations.

(9) No wireless apparatus to be used except for assuring regularity of service and safety of aircraft.

(10) Prohibited area at Trincomali as defined in Ceylon Notice to Airmen No.1 of 1937.

(11) Colombo prohibited area is portion within 8 mile radius from foot of southwest breakwater in Colombo Harbour and adjacent territorial waters.

(12) Penalty for breach of above 6 months imprisonment of either kind or fine not exceeding Rs 3,000 [illegible]

Government of India.

Department of Communications.

NOTIFICATION.

Dated Simla, the 5th September 1939.

No.W.10(7). Whereas the Central Government is of opinion that in the interest of public safety the issue of the following order is expedient:

Now therefore in exercise of the powers conferred by clause (a) of sub-section (1) of section 6 of the Indian Aircraft Act, 1934, (XXII of 1934) the Central Government is pleased to order as follows:-

The licenses specified in the Schedule hereto annexed are hereby cancelled.

John D. Tyson

Secretary to the Government of India.

Schedule of Licences.

Name.	Nature of licence.	No. of Licence.	Period of validity of Licence. From	To.
H.F.Leuch.	Pilot's A	859	20-9-37	16-8-40
O. Herlan.	Ground Engineer Category "X".	169	19-3-38	18-3-40

Government of India.

Department of Communications.

NOTIFICATION.

Dated Simla, the 5th September 1939.

No.W.10(7). Whereas the Central Government is of opinion that in the interest of public safety the issue of the following order is expedient:

Now therefore in exercise of the powers conferred by clause (a) of sub-section (1) of section 6 of the Indian Aircraft Act, 1934, (XXII of 1934) the Central Government is pleased to order as follows:-

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Government of India.

Department of Communications.

NOTIFICATION.

Dated Simla, the 5th September 1939.

No.W.10(7). Whereas the Central Government is of opinion that in the interest of public safety the issue of the following order is expedient:

Now therefore in exercise of the powers conferred by clause (a) of sub-section (1) of section 6 of the Indian Aircraft Act, 1934, (XXII of 1934) the Central Government is pleased to order as follows:-

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O. Herlan.	Ground Engineer Category "X".	169	19-3-38	18-3-40

W269-40-8 C S 640

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

~~Memo~~ No. C.F.181-39(W)

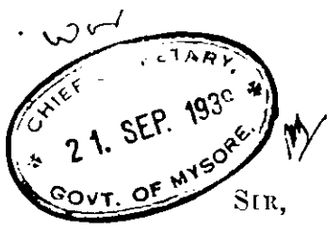
FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore, Bangalore.

Dated Bangalore, the 20th September *19* 39.



War - Restriction on transfer of aircraft and vessels.

SIR,

I am directed to forward for the information of the Government of Mysore a copy each of the following papers:-

1) Notice to Airmen dated the 6th September 1939, issued by the Director of Civil Aviation in India.

2) Notification by the Government of India, Department of Communications, No.W.26(39), dated the 8th September 1939.

3) Notification by the Government of India, Department of Communications, No.W.10(9), dated the 9th September 1939.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

vdv.

GOVERNMENT OF INDIA.

NOTICE TO AIRMEN.

Special Series No. 13.

FURTHER RESTRICTIONS ON TRANSFER OF AIRCRAFT, ETC.

(T7-40).

Owners and possessors of aircraft registered in India are hereby notified that the Defence of India Ordinance and Orders made thereunder have the following effect in regard to the sale, transfer, etc., of aircraft and aircraft parts :—

(*i*) The sanction of the Central Government is required for sale, letting on hire (whether under charter or otherwise) or transfer of the possession or use of any aircraft registered in India, or any aircraft the Indian Certificate of Registration of which has been cancelled or has lapsed. A similar sanction is required for the transfer of interest within British India, in any airframe, aero-engine, or other parts of an aircraft (not comprised within a complete aircraft).

(*ii*) The registration of an aircraft registered in India will not lapse upon any change of ownership, destruction or withdrawal of the aircraft from use, or if the owner ceases to be a person, company, or corporation entitled to be registered as the owner of an aircraft registered in British India, but such registration may be cancelled by the Director of Civil Aviation in India, if he thinks fit, upon the receipt of a notification from the appropriate person. Pending cancellation, the aircraft remains on the Indian register of aircraft. Any notifications regarding the destruction or withdrawal from use for any reason whatsoever, must be sent to the Director of Civil Aviation in India as formerly. Failure to send a notification will be punishable with imprisonment.

2. Persons desirous of carrying out any transaction of the kind specified in sub-paragraph (*i*) above should apply to the Director of Civil Aviation in India and should supply full information regarding the proposed transaction.

SIMLA ;

The 6 SEP 1939 August, 1939

F. TYMMS,

Director of Civil Aviation in India.

M9CA—1,100—1-9-39—GIPS

DEPARTMENT OF COMMUNICATIONS.

N O T I F I C A T I O N.

Simla, the 8th September 1939.

No.W.26(39).- In exercise of the powers conferred by section 5 of the Indian Aircraft Act, 1934 (XXII of 1934), the Central Government is pleased to direct that the following further amendments shall be made in the Indian Aircraft Rules, 1937, namely:-

1. In the said Rules, for rule 33 ~~of~~ the following rule shall be substituted, namely:-

"33.- Change of ownership or possession.-

(1) No aircraft registered in British India whether its certificate of registration is in force or not, shall be sold, let on hire or chartered nor shall the possession or use thereof be otherwise transferred, to any person, company or corporation without the previous permission, in writing of the Director of Civil Aviation in India, and the registration and the certificate thereof shall not lapse until such permission has been obtained.

(2) The registered owner of the aircraft shall furnish to the Director of Civil Aviation in India such particulars of the proposed sale, hiring, charter or transfer as he may require for the purpose of dealing with any application for permission under this rule.

(3) Any transaction in contravention of ~~xx~~ sub-rule (1) shall be void.

2. In rule 34, for the words 'shall lapse as from the date of such notification' the following shall be substituted namely:-

'shall not lapse, unless and until it is cancelled by the Director of Civil Aviation in India'."

JOHN D. TYSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 9th September 1939.

No.W10(9).- In exercise of the powers conferred by section 5 of the Indian Air-craft Act, 1934 (XXII of 1934) the Central Government is pleased to direct that the following further amendment shall be made in the Indian Aircraft Rules, 1937:-

After Rule 12 of the said Rules, the following rule shall be inserted, namely:-

"Prohibited Flights.

12A. Except under, and in accordance with, the terms and conditions of a permit issued by the Director of Civil Aviation in India-

(1) no aircraft registerd in India shall leave British India for the purpose of a flight to a place outside India;

(2) no aircraft shall leave British India for the purpose of a flight to any territory which the Central Government may be Notification in the official Gazette declare to be prohibited."

JOHN D. TYSON,

Secretary to the Government of India.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

W 269-40-9. (D 64)

Dis. No. F. 181-39(W)

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore, Bangalore.

B. (Gen) for publication MS 21/9

Dated Bangalore, the 21st September *1939.*

WAR - AIR RESTRICTIONS.

SIR,

I am directed to enclose a copy each of Notifications Nos.W-10/1, W-10/2, W-10/3 and W-10/4, dated the 28th August 1939, and W-10, dated the 1st September 1939, issued by the Government of India in the Department of Communications. I request you kindly to publish these Notifications in the Mysore Gazette for general information.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

VC

Appendix F G—1]

SUBJECT... .....

.....

.....

Section W

File No. 269-40

Serial No. 10.

No. 763/GB Notifications

To

The following Notifications of the Govt of India are republished.

B.O.

Chief Secy to Govt

&

The Compiler. Myson Gazette for publication in the Gazette.

Diary No. of letter replied to.. .....

General and Revenue Secretariat

( )

the *193* .

ate of issue 25/9/39

gned by .....

List of enclosures.... .....

Copied by .....

Examined by... .....

WD 0563—GPB—30,000—6-1-39

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. 763

General and Revenue Secretariat,

Dated Bangalore 25th September *193* 9.

NOTIFICATION.

The following notifications of the Government of India are republished.

By order,

For Chief Secretary to Government.

To

The Compiler, Mysore Gazette, for publication in the Gazette.

nsp/2

Library
CHIEF SECRETARY
21. SEP. 1939
GOVT. OF MYSORE.

THE MYSORE RESIDENCY ORDERS

PUBLISHED BY AUTHORITY.

EXTRAORDINARY.

No. 10.] BANGALORE, MONDAY, SEPTEMBER 18, 1939.

PART I.

THE HON'BLE THE RESIDENT IN MYSORE.

NOTIFICATIONS.

No. 104, dated Bangalore, the 18th September 1939.

The following notifications of the Government of India are republished :—

A. J. COURTNEY,
Asst. Secretary to the Resident.

POLITICAL DEPARTMENT.

NOTIFICATION.

Simla, the 4th September 1939.

No. 12-W.—In exercise of the powers conferred by sections 3, 4, 8 and 10 of the Foreigners Ordinance, 1939, as applied to certain Administered Areas by the notification of the Political Department No. 319-I.B, dated the 28th August 1939, and of all other powers enabling him in that behalf, the Crown Representative is pleased to apply to the said administered areas the Enemy Foreigners Order, 1939, subject to any amendments to which the said Order is for the time being subject in British India, and to the modifications specified in the Schedule hereto annexed :

Provided that any Court or Authority may construe the provisions of the said Order as so applied, with such modifications not affecting the substance as may be necessary or proper to adapt them to the matter before that Court or Authority.

Schedule.

Save where the context otherwise requires—

(*i*) references to the Central Government shall be construed, in respect of the British Reserve in Manipur as references to the Governor of Assam, and in respect of the other Administered Areas as references to the Resident,

(*ii*) references to British India shall be construed as references to the Administered Area concerned,

(*iii*) references to any Act, Order or Rules shall be construed as references to that Act, Order or Rules as applied to the Administered Area concerned, and

(*iv*) sub-paragraph (2) of paragraph 1 shall be omitted.

C. LATIMER,
Secretary to His Excellency the Crown Representative.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT (Central Revenues).

NOTIFICATION.

CUSTOMS.

Simla, the 11th September 1939.

No. 58.—In exercise of the powers conferred by section 19 of the Sea Customs Act, 1878 (VIII of 1878), the Central Government is pleased to prohibit the taking by sea out of British India, without the permission of the Customs Collector, to any destination outside India or Burma, of any articles mentioned in the Schedule hereto annexed.

Schedule.

Abrasives, manufactured, including grinding wheels.

Acetate of Lime.

Aeroplanes and parts thereof.

Aluminium and manufactures thereof, alumina, aluminium alloys and manufactures.

Aluminium oxide.

Antimony.

Bakelite powder.

Steel boiler plates of acid quality.

Electrical wires and cables.

Chemicals, photographic.

Copper and copper ore.

Copper wire, drawn.

Crucibles, graphite.

Dyes and dyeing substances.

Electric insulating material.

Flax, twist and yarn, and all manufactures (including canvas, piece-goods and sewing thread).

Galvanized sheets (including corrugated sheets).

Glycerine.

Hemp and hemp manufactures.

Iridium, osmiridium, iridosmine and concentrates containing iridium.

Lead sheets, lead pipes and tubes.

Magnesium and magnesium alloys.

Molybdenum, ferro-molybdenum and molybdenum ores and compounds.

Motor vehicles and parts thereof.

Netting, mosquito.

Nickel, nickel ore and matte and nickel alloys in their various forms (including nickel oxide).

Packing, hydraulic.

Pumping machinery.

Iron or steel pipes and tubes and fittings thereof.

Iron and copper pyrites.

Platinum, crude and refined, platinum alloys and compounds.

Radium, radium ores and concentrates and radium compounds.

Tin.

Tinplates and tinned sheets.

Toluol and toluene.

Tungsten, ferro-tungsten and tungsten ores.

Vanadium, ferro-vanadium and vanadium ores.

Walnut timber.

Iron and steel wire, plain, barbed and stranded.

Wire rope.

Wireless transmission and receiving sets and parts thereof.

Zinc, and zinc manufactures, spelter and concentrates.

N. R. PILLAI,

Joint Secretary to the Government of India.

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 28th August 1939.

No. W-10/1.—Whereas the Central Government is of opinion that in the interests of public safety the issue of certain orders of the nature specified in clause (*b*) of sub-section (1) of section 6 of the Indian Aircraft Act, 1934 (XXII of 1934) is expedient;

And whereas the taking of certain steps to secure compliance with the said orders appears to the Central Government to be necessary;

Now, therefore, in exercise of the powers conferred by sub-sections (1) and (3) of the said section, the Central Government is pleased to make orders and to authorize the taking of steps to secure compliance with the same as follows:—

(1) Save under the authority of, and in accordance with the conditions specified in, a permit in writing issued by the Director of Civil Aviation in India no aircraft shall be flown over any portion of British India between the hours of sunset and sunrise:

Provided that no such permit shall be valid within 50 miles of the defended ports of Karachi, Bombay, Madras or Calcutta if and when the Military Commander concerned has issued an order that night flying within these areas is prohibited, which order shall be conveyed to the holders of permits for night flying by radio electric or other means.

(2) If an aircraft flying over any portion of British India between the hours of sunset and sunrise receives a visual signal consisting of an intermittent luminous white beam directed at the aircraft or any other visual signal or if in any other circumstances it is necessary to reveal its identity, it shall reply by visual signal only giving the special letter of the day previously issued to the Commander. If necessary or requested it shall also signal by visual means its registration letters and aerodrome of destination:

Provided that if a radio electric signal enquiring the identity of the aircraft is received, the aircraft shall reply only by radio electric signal giving its registration letters and the aerodrome of destination. The special letter of the day shall not be signalled by radio electric means.

(3) If an aircraft flying over any portion of British India between the hours of sunset and sunrise receives the signal to land specified in clause (*b*) of Rule 110 of the Indian Aircraft Rules, 1937, the person in charge of the aircraft shall forthwith give the visual or radio electric signals in the circumstances and in accordance with the conditions prescribed in paragraph (2) hereof and shall forthwith cause the aircraft to land at the nearest aerodrome or at such aerodrome as may be indicated to him by visual or radio electric signal.

(4) If an aircraft on receiving any signal referred to in paragraphs (2) and (3) fails within a reasonable time to respond, or fails to establish its identity by signalling the special letter of the day when such letters have been communicated to aircraft in possession of permits or otherwise fails to comply with the orders or if any aircraft flies between the hours of sunset or sunrise over any area in respect of which no permit has been issued under paragraph (1), the aircraft may forthwith be fired on with a view to compelling it to land or terminating the flight.

JOHN D. TYSON,
Secy. to the Government of India.

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 28th August 1939.

No. W-10/2.—Whereas the Central Government is of opinion that in the interests of the public safety the issue of certain orders of the nature specified in clause (*b*) of sub-section (1) of section 6 of the Indian Aircraft Act, 1934 (XXII of 1934) is expedient;

And whereas the taking of certain steps to secure compliance with the said orders appears to the Central Government to be necessary;

Now, therefore, in exercise of the powers conferred by sub-section (1) of the said section, the Central Government is pleased to order :—

(1) All aircraft flying within 50 miles of the defended ports of Karachi, Bombay, Madras, or Calcutta shall be flown in such a manner that the aircraft and its registration marks are clearly visible from the ground. Such aircraft shall in no case be flown at a height greater than 3,000 feet above the ground, nor, except as may be required by the exigencies of the weather or for the purpose of landing at or departing from a recognized aerodrome, at a height below 500 feet.

(2) Any aircraft flying in contravention of this order may be fired on.

JOHN D. TYSON,
Secretary to the Government of India.

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 28th August 1939.

No. W-10/3.—Whereas the Central Government is of opinion that in the interests of public safety the issue of certain orders of the nature specified in clause (*b*) of sub-section (1) of section 6 of the Indian Aircraft Act, 1934 (XXII of 1934) is expedient:

And whereas the taking of certain steps to secure compliance with the said orders appears to the Central Government to be necessary:

Now, therefore, in exercise of the powers conferred by sub-sections (1) and (3) of the said section, the Central Government is pleased to make orders and to authorize the taking of steps to secure compliance with the same as follows :—

1. No person shall fly or assist in flying an aircraft over any of the areas specified in column 1 of the First Schedule annexed hereto except in the circumstances and in accordance with the conditions specified in the corresponding entry in column 2 thereof or under, and in accordance with the conditions specified in a special permit granted in this behalf by the Central Government or the Fortress Commander at the place; and the provisions of rule 12 of the Indian Aircraft Rules, 1937, shall apply to these areas as they apply to areas over which the navigation of aircraft is prohibited under that rule.
2. No aircraft shall enter British India from a place outside India or shall leave British India for a place outside India except by landing at or departing from one of the appointed customs aerodromes at Karachi, Bombay, Madras, Trichinopoly or Calcutta.
3. Every aircraft approaching or leaving Karachi and any aircraft approaching or leaving Calcutta over the area specified in column 1 of the First Schedule annexed hereto shall fly along the appropriate air corridor specified in the Second Schedule annexed hereto, and the provisions of rule 114 of the Indian Aircraft Rules, 1937, shall apply to those air corridors as they apply to air traffic routes.
4. Any aircraft which fails to comply with any of the provisions of this Order may be fired on or otherwise compelled to land.

THE FIRST SCHEDULE.

Area. 1	Circumstances and conditions. 2
I. Karachi.	
The area lying within a radius of eight miles from Keamari.	Seaplanes proceeding to or from Karachi seaplane port shall be flown along the corridor prescribed in Schedule II and subject to the conditions prescribed in paragraph 3.
II. Calcutta.	
The area (excepting the area within a radius of 2 miles of Chittagong aerodrome) to the south of the following lines :— A straight line joining Chittagong aerodrome and Dum Dum Junction Railway Station; thence a straight line to Amta Railway Station; thence the Damodar River downstream to the B. N. Railway and the railway line *via* Khargpur to Balasore.	Aircraft proceeding to or from Calcutta may be flown along the corridor prescribed in Schedule II and subject to the conditions prescribed in paragraph 3.

Area. 1	Circumstances and conditions. 2
III. Bombay.	
The area (excepting the area within a radius of two miles of Juhu aerodrome) to the west and south of the following lines:— The railway line from Dahanu *via* Bassein Bridge to Juhu; thence by a straight line due east to the Bombay Thana railway; the railway line *via* Thana approximately north-east to Kalyan; a straight line from Kalyan approximately to Ratnagiri.	When it is necessary by reason of poor visibility or other emergency to follow the railway lines or road specified in column 1, aircraft may be flown over the area provided that they are not flown at an altitude exceeding 1,500 feet or at a distance from the railway line or road exceeding 400 yards and the provisions contained in rule 114 of the Aircraft Rules, 1937, are observed.
IV. Madras.	
The area (excepting the area within a radius of two miles of St. Thomas' Mount aerodrome) to the east of the following lines:— The railway line from Tindivanam in the south to St. Thomas' Mount Railway Station; thence a straight line to Pulal Lake; thence the Madras-Nellore road to its junction with the railway; thence the railway line from Madras as far north as Gudur.	

THE SECOND SCHEDULE.

Air Corridors.

I. *Karachi.*

A.—*To and from the West.*

From Jiwani along and within 10 miles of the coast to Karachi.

Land planes.—North side of the Karachi prohibited area.

Seaplanes.—Along the coast within a zone 1,000 yards in width to Manora Signal Station, thence along the shipping channel at an altitude not exceeding 1,000 feet.

B.—*To and from the East.*

Land planes.—No corridor.

Seaplanes.—Along the shipping channel to Manora Signal Station at an altitude not exceeding 1,000 feet, thence within a zone 1,000 yards in width along the course due east from Manora Signal Station to the limits of the prohibited area.

II. *Calcutta.*

To and from the East or from seaward.

A zone five miles in width along a true course 118-298 degrees from Dum Dum aerodrome to the mouth of the Haringhata River (Lat. 21 55′ N. Long. 89 55′ E.), at an altitude not exceeding 1,500 feet.

JOHN D. TYSON,
Secy. to the Govt. of India.

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 28th August 1939.

No. W-10/4.—In exercise of the powers conferred by sub-section (3) of section 6 of the Indian Aircraft Act, 1934 (XXII of 1934), the Central Government is pleased to authorize the officers specified in the Schedule annexed hereto to take, for the purpose of securing compliance with any order made (whether before or after the date of notification) under sub-section (1) of the said section, any of the following steps, namely:—

(*a*) to inspect and take possession of or detain any aircraft or part thereof or any documents appertaining thereto;

(*b*) to use such force as may be necessary for the purpose aforesaid.

Schedule.

Director of Civil Aviation.
Deputy Director of Civil Aviation.
Chief Inspector of Aircraft.
Chief Aerodrome Officer.
Technical Officers.
Aircraft Inspectors.
Assistant Aircraft Inspectors (Grade I).
Aerodrome Officers.
Assistant Aerodrome Officers when holding independent charge of an aerodrome.
Any Commissioned Officer of His Majesty's Forces in India.
District Magistrates.
District Superintendents or Superintendents of Police.

JOHN D. TYSON,
Secy. to the Government of India.

NOTIFICATION.

Dated Simla, the 1st September 1939.

No. W-10.—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Aircraft Act, 1934 (XXII of 1934), the Central Government is pleased to direct that the following amendment shall be made in the notification of the Government of India, Department of Communications, No. W-10/3, dated the 28th August 1939, namely :—

In paragraph 1, after the word " thereof ", the following shall be inserted, namely :—

" , or under, and in accordance with the conditions specified in, a special permit granted in this behalf by the Central Government or the Fortress Commander at the place ".

J. D. TYSON,
Secretary to the Government of India.

POLITICAL DEPARTMENT.

NOTIFICATION.

Simla, the 11th September 1939.

No. 19-W.—In exercise of the powers conferred by sub-section (4) of section 2 of the Defence of India Ordinance, 1939, as applied to certain areas in Indian States, to the British Reserve in Manipur, and to the Khasi States, including the Shillong Administered Areas, by Political Department Notifications Nos. 5-W, 7-W and 9-W, respectively, dated the 3rd September 1939, the Crown Representative is pleased to direct that the powers conferred on him by sub-rule (2) of rule 81 of the Defence of India Rules as applied to the said areas, Reserve and States, to provide for controlling the prices at which articles or things may be sold, shall be exercisable also by any Resident, in respect of the administered areas, and the Governor of Assam in respect of the British Reserve in Manipur and the Khasi States, including the Shillong Administered Areas, subject to the following conditions :—

(*a*) The power shall only be exercised in respect of necessaries such as medical supplies, foodstuffs, salt, kerosene oil and the cheaper qualities of cotton cloth.

(*b*) Imported commodities, other than medical supplies, salt and kerosene oil, shall not be brought within the scope of the orders without the previous sanction of the Crown Representative.

(*c*) The orders shall be applicable to prices at each of the following stages : sale by producer or importer, each stage of wholesale trade and the point of retail sale.

(*d*) The maximum price fixed for sales at any of the above stages shall not be less than a figure ten per cent. above the ruling price at the same stage on 1st September 1939.

C. LATIMER,
Secretary to His Excellency the Crown Representative.

P.O. 833—Printed at the Mysore Residency Press, Bangalore—19-9-1939.

W269-40-11.

Lot 611

C 0824

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F. 59-39/W.

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore, Bangalore.

Dated Bangalore, the 30th September *1939*..

CPO(W)
CHIEF SECRETARY
30 SEP. 1939
GOVT. OF MYSORE

AMENDMENT TO THE INDIAN AIRCRAFT RULES 1937.

SIR,

I am directed to forward a copy of notification No.W.10(8), dated the 6th September 1939, issued by the Government of India in the Communications Department and to request you kindly to publish it in the Mysore Gazette for general information.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

vdv.

(W.10 & Spare Copies).

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 6th September 1939.

No. W-10 (8).—In exercise of the powers conferred by Section 5 of the Indian Aircraft Act, 1934 (XXII of 1934), the Central Government is pleased to direct that the following further amendments shall be made in the Indian Aircraft Rules, 1937, namely :—

In Rule 7 of the said Rules,—

1. for clauses (*vii*) and (*viii*) of sub-rule (2), the following clauses shall be substituted, namely :—

"(*vii*) a list showing the name, permanent address, nationality and place of origin of each member of the crew,

(*viii*) a stores list showing the nature and quantity of all stores carried,

(*ix*) where the aircraft carries passengers, a list showing the name, permanent address, nationality, place of origin, immediate destination and ultimate destination of every passenger,

(*x*) where the aircraft carries goods, air consignment notes and manifests in respect thereof, showing a description of the goods, the nature of the contract of carriage, the names and addresses of the consignor and the consignee, and the immediate and ultimate destination of the goods;" and

2. after sub-rule (2), the following sub-rule shall be inserted, namely :—

"(3) The provisions of sub-rule (2) shall also apply to aircraft not engaged in international navigation (other than aircraft which do not leave the vicinity of their starting place and which return without landing elsewhere to their starting place) with the following modifications, namely :—

(*a*) The aircraft need not carry a certificate of airworthiness, unless otherwise required by these Rules to be in possession of the same.

(*b*) Working copies of the aircraft and engine log books may be carried in lieu of the aircraft and engine log books."

JOHN D. TYSON,
Secretary to the Government of India.

825 (1)—14-9-1939—50—RP B.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMUNICATIONS.

NOTIFICATION.

Simla, the 6th September 1939.

No. W-10 (8).—In exercise of the powers conferred by Section 5 of the Indian Aircraft Act, 1934 (XXII of 1934), the Central Government is pleased to direct that the following further amendments shall be made in the Indian Aircraft Rules, 1937, namely :—

In Rule 7 of the said Rules,—

1. for clauses (*vii*) and (*viii*) of sub-rule (2), the following clauses shall be substituted, namely :—

"(*vii*) a list showing the name, permanent address, nationality and place of origin of each member of the crew,

(*viii*) a stores list showing the nature and quantity of all stores carried,

(*ix*) where the aircraft carries passengers, a list showing the name, permanent address, nationality, place of origin, immediate destination and ultimate destination of every passenger,

(*x*) where the aircraft carries goods, air consignment notes and manifests in respect thereof, showing a description of the goods, the nature of the contract of carriage, the names and addresses of the consignor and the consignee, and the immediate and ultimate destination of the goods;" and

2. after sub-rule (2), the following sub-rule shall be inserted, namely :—

"(3) The provisions of sub-rule (2) shall also apply to aircraft not engaged in international navigation (other than aircraft which do not leave the vicinity of their starting place and which return without landing elsewhere to their starting place) with the following modifications, namely :—

(*a*) The aircraft need not carry a certificate of airworthiness, unless otherwise required by these Rules to be in possession of the same.

(*b*) Working copies of the aircraft and engine log books may be carried in lieu of the aircraft and engine log books."

JOHN D. TYSON,
Secretary to the Government of India.

Appendix F G—1]

SUBJECT... .....

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Diary No. of letter replied to.. .....

General and Revenue Secretariat

( )

the *193* .

Date of issue 2/1/39

Signed by Govt. D. K. Rau, ne estimate

List of enclosures.....

Copied by.....

Examined by.....

Section

File No.

Serial No.

No. 1002/CB

To Notification

The following Notification of the York gradation is republished

B:0

Chief Secy to Govt

The Compiler - My Lr to publication in the Gazette.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. 1054 C3 General and Revenue Secretariat,

Dated Bangalore....2nd October.....193 9

NOTIFICATION.

The following notification of the Government of India is republished:

By Order,

For Chief Secretary to Government.

To

The Compiler, Mysore Gazette, for publication in the Gazette.

nsp/2

CONFIDENTIAL.

W 269-40-13.

Dis. No. F. 181-39(W)

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore, Bangalore.

Dated Bangalore, the 7th October 193 9

CB.(Gen) MK 7.10.39

PROTECTION OF CIVIL AERODROMES IN WAR.

SIR,

I am directed to forward for the information of the Government of Mysore a copy of a memorandum entitled - "Protection of Civil Aerodromes in War" dated the 19th September 1939, issued by the Director of Civil Aviation in India.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

Confidential.

GOVERNMENT OF INDIA.

CIVIL AVIATION DIRECTORATE.

MEMORANDUM.

PROTECTION OF CIVIL AERODROMES IN WAR.

1. Some doubt exists regarding the precise status of a civil aerodrome in war, and the measures to be taken for its protection and for the protection of important Government and other activities, which are carried on at civil aerodromes. To make the position clear it is necessary to refer to the following specific measures, all but the first of which have a specific legal significance.

(1) Guarding of aerodromes.

(2) Declaration of a prohibited area (Indian Aircraft Act).

(3) Declaration of a prohibited place (Indian Official Secrets Act).

(4) Declaration of a protected place (Defence of India Rules).

(5) Declaration of a protected area (Defence of India Rules).

2. The policy of His Majesty's Government which has recently been reiterated in a telegram from the Secretary of State, dated the 3rd September, 1939, is to make all air restrictions conform, so far as is compatible with military necessity, with the requirements of essential civil air services. In conformity with this, the policy of the Government of India is to continue for the present the operation of regular air mail and other air services and the operation of flying clubs. No active measures will be taken to close down civil aviation, though it is possible that, with the growth of military aviation, certain civil aviation activities such as flying clubs and private flying will diminish and eventually in war disappear. Air transport on the other hand, after initial curtailment, may again expand.

3. The measures applied to aerodromes will be governed by the above policy. They are dealt with separately below :—

(1) *Guarding of aerodromes.*—On the occurrence of the emergency, steps were taken to provide guards (in most cases Police guards) for civil aerodromes. Where the R. A. F. have units stationed, military guards are provided in addition, either by the R. A. F. or by the Military authorities, for the specific purpose of guarding the Air Force aircraft and their activities.

This is a necessary measure which is taken in respect of all property and undertakings of national importance. The provision of guards in itself implies no change in the legal status of the aerodrome or the conditions applicable to its use. The aerodrome, so long as it is a civil aerodrome and used for civil aviation purposes, is a public place, and the carrying on of the public business of the aerodrome is not interfered with, though it is supervised more rigorously than in normal times by the Officer-in-charge and by the guards, to see that the safety of Government property and essential activities, military and civil, are not prejudiced by ill-intentioned persons.

(2) *Prohibited areas.*—A prohibited area is an area declared as such by the Central Government under the Indian Aircraft Act or Rules. It is an area over which no civil aircraft is allowed to fly. For practical reasons prohibited areas are usually large in extent and few in number.

The special war prohibited areas which have been declared at the defended ports of Karachi, Calcutta, Bombay and Madras have been carefully drawn to

avoid interference with air traffic to and from the civil aerodromes. The flight of civil aircraft over prohibited areas is normally totally prohibited. Special dispensations have been issued for particular aircraft where, for example, a seaplane alighting place is actually within the prohibited area. The dispensation extends only to the aircraft engaged in the operation of the scheduled and permitted air service. Powers of dispensation have also been given to Fortress Commanders, who may want civil aircraft to fly over the prohibited area for military reasons. A special dispensation has also been issued for a very restricted area around the Alipore flying school which lies just within the Calcutta prohibited area. Dispensations of this kind will not be given for private reasons, but only for purposes considered to be in the public interests.

Aircraft infringing a prohibited area are liable in peace to be fired on after being given an adequate warning signal. Aircraft infringing a prohibited area in war are liable to be fired on without warning.

Technically, ' prohibited places ' and ' protected places ' (referred to below) may not be flown over ; but such places may be small in extent, very numerous and scattered throughout the country, and no system could be devised whereby pilots could be adequately informed of the location of all these places or could be aware even of the fact that they were flying over them. For this reason they are not treated as effective prohibited areas for aircraft ; the only effective prohibited areas for aircraft are those notified as such under the Indian Aircraft Act and Rules.

(3) *Prohibited places.*—A ' prohibited place ' is defined in Section 2 (8) of the Indian Official Secrets Act, 1923. Works of defence, Air Force establishments and aircraft, and Government wireless stations are among the many places which are defined in the Act as prohibited places. In addition, the Central Government may, by Notification in the Gazette, declare any place belonging to or used for the purpose of His Majesty to be a prohibited place. No civil aerodrome has been declared to be a prohibited place nor is it a prohibited place by virtue of the definition.

In peace, it is an offence under the Official Secrets Act for any person " for any purpose prejudicial to the safety or interests of the State " to enter, pass over, inspect, etc., any prohibited place, or, to obtain, or collect or communicate any information in any form obtained in a prohibited place, if it is likely to be useful to an enemy.

In war, Rule 6 of the Defence of India Rules makes it necessary to obtain the permission of the Central Government or of an officer authorised by the Central Government, to enter, be on or in, pass over or loiter in the vicinity of a prohibited place. The Rule gives power to regulate the conduct of persons permitted to enter or to be on or in or to pass over a prohibited place, and to police and other authorised officers to search and eject unauthorised persons. Powers under this rule have been delegated to certain Military Naval and Air Force Officers including Air Force Officers commanding stations.

Civil Aviation Officers are not directly concerned at present, except to note that the technical offence of passing over (by flying) a ' prohibited place ' cannot in practice be prevented.

Aircraft in His Majesty's service and the premises in the vicinity of such aircraft are further protected against trespass by Rule 10 of the Defence of India Rules.

(4) *Protected places.*—A ' protected place ' is a place with defined boundaries declared by the Central or Provincial Government, to be such under Rule 7 of the Defence of India Rules. Since Government of India aerodromes are a Central Government responsibility, any declaration affecting such aerodromes will ordinarily be made by the Central Government or by a Provincial Government after consultation with the Central Government. *Any* place, without the limitations inherent in the Official Secrets Act, may be declared to be a protected place. The whole of the provisions applicable to a prohibited place under Rule 6 of the Defence of India Rules and under the Official Secrets Act apply to a protected place under Rule 7. It follows from this that no one may enter or be on or in or pass over or loiter in the vicinity of a protected place except with a permit issued by the Central Government or an authorised officer, and it is an offence to disclose any information which may have been obtained in a protected place.

The Communications Room (or Control Room) and the Wireless Room (where there is one) have been declared to be protected places at the following aerodromes—

Karachi Air Port, Drigh Road,
Delhi (Safdarjung),
Allahabad,
Dum Dum,
Cawnpore,
Ahmedabad,
Bombay (Juhu),
Madras,
Jacobabad,
Lahore.

This has been done because these rooms are premises in which the public have no business, and from which it is desired to exclude them because of the possibility of leakage of information and sabotage of communications. It is possible that certain hangars which can be segregated from the public part of the aerodrome will also be declared to be protected places. Authority has been delegated to the Officer-in-charge of the aerodrome to give permits to enter these protected places, the location of which will be indicated by a suitable notice on the walls or at the access to the premises. Permits will be given only to the extent required for the proper conduct of business. In the case of communications and wireless rooms, this includes no one not in Government service, but in the case of hangars will include all employees of companies and owners of aircraft who have business in the hangar. Notices and Permit Cards will be supplied to Aerodrome Officers. Authority has also been given to the Officer in charge of the aerodrome to pass orders regulating the conduct of any person while in the protected place by permission and also to authorise any person to search any one entering or seeking to enter or being in the protected place, to detain any one for the purpose of searching him and to remove any unauthorised person from such protected place.

(5) *Protected areas.*—A ' protected area ' is an area declared as such by the Central or Provincial Government under Rule 8 of the Defence of India Rules. Such an area may be of large extent and may include places where people live and work. The effect is to regulate but not prohibit the entry of persons into the area. The object is to prevent the access of undesirable persons, without interfering with the normal conduct of business carried on within the area. It is not proposed at present to declare aerodromes as protected areas. If any aerodrome should fall within a protected area declared by a Provincial Government, this does not in itself affect the continuance of civil aviation at the aerodrome, but it will be the duty of the Aerodrome Officer and others employed at the aerodrome, to co-operate with the local authorities in giving effect to any measures of supervision which they consider necessary for the area.

4. To summarise, the policy is to exclude civil aerodromes from prohibited areas for flying, and to schedule as protected places vital parts of an aerodrome from which the public can be excluded without interfering with the normal conduct of civil aviation. Apart from this, it is the duty of Aerodrome Officers and other Civil Aviation Officers to co-operate with the Military, Air Force and Police authorities by means of aerodrome regulations, segregated areas or other appropriate measures to ensure that military and air force activities are not endangered or interfered with.

F. TYMMS,
Director of Civil Aviation in India.

SIMLA ;

19th September, 1939.

LS15CA—150—20-9-39—CIPS

3673/p839 W269-40-14.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

~~XXXX~~ No. F. 193-39(30)/W.

Col 994

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

CHIEF SECRETARY 5 DEC. 1939 GOVT. OF MYSORE

Dated Bangalore, the 5th December *1939*.

SIR,

I am directed to forward for the information of the Government of Mysore a copy of the Notice to Airmen, Special Series, No.17, dated the 9th October 1939, issued by the Director of Civil Aviation in India.

I have the honour to be,
Sir,
Your most obedient servant,

Subd for perusal
6.12.39
Chief Secy
Secy.
6/12
6.12.39

SECRETARY TO THE RESIDENT.

CHIEF SECRETARY 6 DEC. 1939 GOVT. OF MYSORE

(With 1 S.C.)

GOVERNMENT OF INDIA.

NOTICE TO AIRMEN.

SPECIAL SERIES No. 17.

METEOROLOGICAL REPORTS : CALCUTTA-AKYAB ROUTE.

(T7-20)

It is necessary to restrict the transmission by W/T of meteorological information between Calcutta, Chittagong and Akyab. With effect from 12th October 1939 the following arrangement will be in force :

(1) NEWSMET (Calcutta-Akyab forecast), MET and PILOT messages will cease to be transmitted by W/T at routine times and will be sent instead by landline to the aerodromes which at present receive them. (Note : The existing times of issue are stated in the M. O. A. Pamphlet 1939).

(2) Meteorological reports in MMMMM (DANMET), BBBBB (IMPMET) and STORMET forms, and information requested by aircraft in SPEMET or ' Q ' code forms, will continue to be issued by W/T and will be available to aircraft in flight as hitherto.

NEW DELHI,
The 9th October 1939.

F. TYMMS,
Director of Civil Aviation in India.

M17CA—1,000—13-10-39—GIPS

GOVERNMENT OF INDIA.

NOTICE TO AIRMEN.

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NEW DELHI,
The 9th October 1939.

F. TYMMS,
Director of Civil Aviation in India.

M17CA—1,000—13-10-39—GIPS

W269-40-15 Rel55 9

Office of the Hon'ble the Resident
in Mysore,

No.F.181-39(W). Bangalore, the 22nd September 1939.

A copy of the undermentioned paper is forwarded with compliments to the Chief Secretary to the Government of His Highness the Maharaja of Mysore, Bangalore, for information.

By order, etc.,

SECRETARY TO THE RESIDENT.

List of papers.

Notification by the Government of India, Department of Communications, No.W.10(8), dated the 6th September 1939.

GOVERNMENT OF INDIA.

Department of Communications.

NOTIFICATION.

Simla, the 6th September 1939.

No.W.10(8).- In exercise of the powers conferred by Section 5 of the Indian Aircraft Act, 1934 (XXII of 1934) the Central Government is pleased to direct that the following further amendments shall be made in the Indian Aircraft Rules, 1937, namely:-

In Rule 7 of the said Rules,--

1, for clauses (vii) and (viii) of sub-rule (2), the following clauses shall be substituted, namely:-

"(vii) a list showing the name, permanent address, nationality and place of origin of each member of the crew,

(viii) a stores list showing the nature and quantity of all stores carried,

(ix) where the aircraft carries passengers, a list showing the name, permanent address, nationality, place of origin immediate destination and ultimate destination of every passenger,

(x) where the aircraft carries goods, air consignment notes and manifests in respect thereof, showing a description of the goods, the nature of the contract of carriage, the names and addresses of the consignor and the consignee, and the immediate and ultimate destination of the goods;" and

2. after sub-rule (2), the following sub-rule shall be inserted, namely:-

"(3) The provisions of sub-rule (2) shall also apply to aircraft not engaged in international navigation (other than aircraft which do not leave the vicinity of their starting place and which return without landing elsewhere to their starting place) with the following modifications, namely:-

(a)

(a) The aircraft need not carry a certificate of airworthiness, unless otherwise required by these Rules to be in possession of the same.

(b) Working copies of the aircraft and engine log books may be carried in lieu of the aircraft and engine log books."

JOHN D. TYSON,
Secretary to the Government of India.

KK.

W 269-40-16.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.181-39(W).

CS. 2019

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

TO

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

CHIEF SECRETARY 19 DEC. 1939 GOVT. OF MYSORE

Dated Bangalore, the 19th December *1939*.

WAR - AIR RESTRICTIONS.

SIR,

I am directed to forward for the information of the Government of Mysore a copy of the Ceylon Air Navigation (Restriction in Time of War) Order, 1939, dated the 15th November 1939.

I have the honour to be,
Sir,
Your most obedient servant,

Srbd for pmsd.
21/12
21/12

for SECRETARY TO THE RESIDENT.

(Extract from the "Ceylon Government Gazette" No.8,549 of November 17, 1939).

N 217/39

THE AIR NAVIGATION ACT, 1920.

ORDER made by the Officer Administering the Government by virtue of the powers vested in the Governor by section 7 of the Air Navigation Act, 1920, as adapted, modified, and extended to Ceylon by the Colonial Air Navigation (Application of Acts) Order, 1937 and 1938.

By His Excellency's Command,

E. R. Sudbury,
Secretary to the Governor.

Colombo, November 15, 1939.

O R D E R.

1. This Order may be cited as the Ceylon Air Navigation (Restriction in Time of War) Order, 1939.

2. This Order shall apply to every aircraft in or over Ceylon or the territorial waters adjacent thereto, other than an aircraft belonging to or exclusively employed in the service of His Majesty.

3. No aircraft shall at any time fly at any altitude whatsoever over any of the prohibited areas specified in the schedule hereto except for the purpose of assisting any of His Majesty's forces in training or manoeuvres, and except under the authority of a permit granted in that behalf by the Director of Civil Aviation.

4. All civilian aircraft entering or leaving Ceylon shall use the following routes:-

(a) between Talaimannar and Negombo, a route within a corridor following the coast line and extending from one mile seaward to one mile inland;

(b) between Negombo and the Colombo Airport, the shortest route which will enable the aircraft to fly clear of the Colombo prohibited area.

5. All civilian aircraft entering or leaving Ceylon shall circle over the Talaimanner Aircraft Reporting Base and the Negombo Aircraft Reporting Base.

6. No civilian aircraft entering Ceylon shall land at any place other than the Colombo Airport.

7. Except with the special permission of the Governor, no aircraft carrying any explosives or arms or ammunitions of war shall enter or fly over any part of Ceylon or the territorial waters adjancent thereto.

8. Except with the special permission of the Governor, no aircraft carrying any photographic apparatus shall enter or fly over any part of Ceylon or the territorial waters adjacent thereto.

9. Except with the special permission of the Governor, no aircraft shall fly between the hours of sunset and sunrise over any part of Ceylon or the territorial waters adjacet thereto over which the flight of aircraft is not prohibited absolutely by paragraph 3 of this Order.

10. The documents carried by every aircraft entering, or flying over any part of Ceylon or the territorial waters adjanent theret shall include particulars of -

(a) the nationality of each of the passengers, if any, carried in the aircraft;
(b) the immediate and ultimate destinations of each passenger; and
(c) the conditions under which any cargo carried in the aircract is being transported, and the ultimate destination of such cargo.

11. No wireless apparatus shall be used for the reception or transmission of signals or messages in any aircraft entering or flying over any part of Ceylon or the territorial waters adjacent thereto, except for the purpose of assuring the regularity of the service or the safety of the aircraft.

12. If any aircraft flies or attempts to fly in contravention of this Order, it shall be lawful for any commissioned officer of His Majesty's Naval, Military or Air Force, or any person acting under the authority of any such officer, to fire at such aircraft.

13. If any person contravenes or fails to comply with any provision of this Order, he shall be guilty of an offence and

shall be liable on conviction after summary trial before a Magistrate to imprisonment of either description for a term not exceeding six months or to a fine not exceeding three thousand rupees or to both such fine and imprisonment.

14. The Order under section 7 of the Air Navigation Act, 1920 published in Gazette Extraordinary No.8,490 of September 3, 1939, is hereby revoked.

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S C H E D U L E.

Prohibited Areas.

1. Trincomalee Prohibited Areas.

The area comprising those parts of the Tricomalee District and of the territorial waters adjacent thereto which are situat within boundary lines drawn as follows:-

From the inlet 13 miles north of TRINCOMALEE east to the 3-mile territorial limit thence following this limit south-east to a point 3 miles due east of ROCKY HEADLAND. Thence westwar through road junctions at 63 milestone on road BATTICALOA - TRINCOMALEE to the junction of SHAVA ARU and UPPU ARU. Thence north-west to road junction at 100 milestone on the road KANDY TRINCOMALEE north to PANKULAM (15 milestone on road TRINCOMALEE ANURADHAPUR) north-east to the starting point.

2. Colombo Prohibited Area.

The area comprising that part of the Colombo District whi lies within a radius of eight miles from the foot of the south-west breakwater in the Colombo Harbour, and that part of the territorial waters which is adjacent to the aforesaid part of t Colombo District.

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"C O P Y"

P. K. Narayana Swami

Superintendent, Resident's Office,
Bangalore.